

ed to observe more or less injury sustained by cattle driven from a distance to London; that their value was considerably lessened, owing to the inferior quality of the meat, arising from the animal being slaughtered in a diseased state. He stated further, that even steam vessels, where they could be resorted to, did not altogether remove this objection. Cattle come from Scotland by steam vessels, and they are found in London to be in an unnatural state; they "seem stupified, and in a state of suffering from fatigue." To convey live cattle from a great distance, not only speed but evenness of motion, is indispensable. Now, these two requisites cannot be combined by any other means than the application of steam engines upon a rail road.

In the produce of the dairy and the garden, it is not only by smoothness and ease of transport that a rail road would offer facilities. Articles of a perishable nature must be supplied to the consumer within a short period after they are taken from the soil. The speed of rail road conveyance being six or seven times that by cart or wagon, the consequence would be, that such articles would be supplied to the metropolis from a circuit with a radius of six or seven times the length of that which now supplies them; and consequently the land which would become available for the Metropolitan markets, would be from thirty-six to forty-nine times the present extent: supposing rail roads to diverge in all directions from the Metropolis, and to be furnished with their usual ramifications.

In a former article on this subject, we attempted to show by general reasoning, the immense benefits which would accrue, both to farmers and landlords, as well as to the inhabitants of towns, by carrying extensive lines of rail road through populous districts, connecting them with those places from which supplies of food and other necessities might be obtained. We showed that the fictitious value which tracts of land immediately surrounding the Metropolis and large towns acquire from the proximity of the markets, would be moderated, and a portion of their advantages transferred to the more remote districts; thus equalizing the value of agricultural property, and rendering it in a great measure independent of local circumstances. We showed, further, that the profit of the farmer, and the rent of the landlord, would be benefited by